

**EXHIBIT MMM**

# READ/VALVE

TRUTH, LIES, FALSEHOODS, RUMORS, SPECULATION

**D**espite strange winter weather - especially for snowmobilers west of the Great Lakes - the stealmakers still managed to crank out some limited build models. We correctly predicted the arrival of some and some we thought would make it, didn't. Here's how we did:

**Arctic Cat's Firecat F-6** was so accurately predicted in earlier issues of Supertrax, we shocked ourselves! We suspected the TRF Crew would land a 600cc variant of the new FC platform as a limited build by mid-January. They did. We predicted it would be based on the larger 700 block. It is. We said it would be available only as an EFI. Yea! We stated it would come in only one color and graphic presentation - green, just like Kermi. We've included a capsule report on the limited build F-6 in this issue. What's it like? It rocks.

**Here's another one.** In the last issue of Supertrax we indicated Slid-Doo would likely land a limited build REV by mid-January. They



## NEW KING OF THE HILL

A late release from Arctic Cat informed us about the 2004 1M Mountain King Cat. This one uses an incredible 162" long track and, of course, Cat's big 900 carbureted twin. It gets some pretty cool features, too. Titanium springs throughout the suspension and in both clutches are more durable than steel and are significantly lighter. The King Cat's 162-inch track (with 2.25-inch snow-packing lugs) is the longest in the industry, yet is lighter than some 159-inch tracks. In fact, this factory-custom sled is more than 21 lbs. lighter than last year's 1M Mountain Cats. This combination of torque, horsepower and traction will make the King Cat the undisputed ruler of things vertical.

## POLARIS<sup>®</sup> The Way Out. 2003 SNEAK PREVIEWS

**March 1**  
Holiday Inn Civic Center  
Augusta, ME  
207-626-2400

Douglas (Boise, ID)  
208-331-4912

**March 5**  
Dakota Entertainment Ctr Edmond  
Fltr Hall (Edmon, MN)  
218-722-3373

**March 6**  
Holiday Inn Portland Airport  
Portland, OR  
503-256-5000

**March 7**  
Sheraton Inn (Green Bay, WI)  
920-444-7300

**March 10**  
Doubletree Seattle Airport  
Seattle, WA  
206-249-8600

Sheraton Burlington Conf Center  
Burlington, VT  
800-833-9300

Stoney Creek Inn - Wausau, WI  
715-358-6858

**March 11**  
Egan Center (Anchorage, AK)  
907-263-2800

**March 11**  
Holiday Inn Boxborough Woods  
Boxborough, MA  
978-263-8701

**March 12**  
Double Tree Hotel Spokane Valley  
Spokane, WA  
509-222-6206

**March 15-16**  
Grand Canyon Rason (WSA Race)  
800-556-3417

**March 15**  
Ramada Copper Inn (Butte, MT)  
866-833-9300

**March 16**  
Alpena Motel  
Alpena, NY  
518-458-8444

**March 18**  
International Agri Center (Hamburg, NY)  
716-649-9733 (ext. 412)

**March 18-23**  
Holiday Inn (West Yellowstone, MT)  
406-646-7385

**March 19**  
Country Inn Hotel  
(Waukesha, WI)  
262-547-0201

**March 20**  
Sodoma Sport Center  
Sodoma, AK  
907-262-3151

**March 20**  
Albertown Ag Hall  
610-433-7541

**March 27**  
Alaska Land Civic Center  
(Fairbanks, AK)  
907-459-1087

**March 27-30**  
Jackson Hole, WY  
307-734-9653  
(www.snowdawg.org)

**March 27-28**  
On Center (Syosset, NY)  
315-282-8000

**March 27**  
Red River Valley Fairgrounds  
(West Fargo, ND)  
701-282-2200

**March 29**  
Indoor Super Cross  
(Ferguson, MO)  
701-235-7171

**March 30**  
Hilton Hotel (Nash, MI)  
248-349-4000

**April 1**  
Soaring Eagle Casino & Resort  
Mount Pleasant, MI  
517-775-7777

**April 8-13**  
Arctic Man (Summit Lake, AK)  
907-456-2626  
(www.trdcom.com)

did. We said it would be an autographed edition recognizing Blair Morgan's success. It's called the *Blair Morgan Special*. We said it would have the racing style full tunnel like the 440. It does. Supertrax indicated the sled would have the windshield on the hood and have hand guards; like the 440. It doesn't. Doh! We indicated the sled would be an 800 - maybe an HO or SDI. We were close! It's just an 800. What's the sled like? There's a capsule report in this issue.

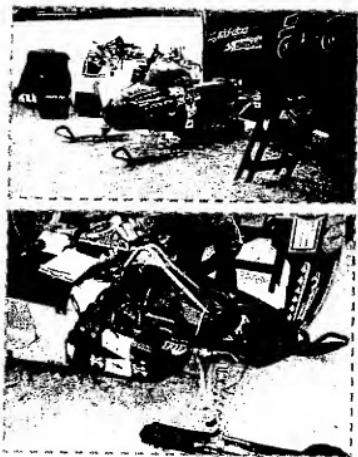
Please, stop us! We also rumored Slid-Doo would land a fan cooled REV - maybe a limited build this season - but certainly a full build for 2004. Nope. They couldn't get the 550 Fan into the REV in time for the '04 model intro. We'll stay out here and make our first prediction for the 2005 model year. Slid-Doo will intro a 550 fan cooled REV. Go ahead and keep track of this. We do.

We also rumored Polaris would show a REV-like new platform first in their Open Modified Snocross program and then for Sneak Peak in January as a new for '04 model. They didn't.

Everyone in the industry was convinced Yamaha would have a smaller version of the RX-1, possibly a 750cc variant for 2004. As it turns out, Yamaha has spent a lot of time and effort expanding the Viper chassis into the 600 segment as the new Venom 600.

On the heels of the radical Firecat project born in the race shop as last year's

READVALVE



At the Winter X-Games one of our spies snapped a photo of Kent Ipsen's Open Class Firecat. Take note of the extra deep tunnel and the positioning of the steering head and linkage. Our guess is this sled uses Cat's new Diamond Drive setup and has a more rearward positioned engine. It looks like the driver's seating position is much more forward than production Firecats.

440 Sno Pro - Arctic Cat pulled the sheets of what can only be described as a Skunk-Works racer at ESPN's Winter X-Games. Arctic Cat is clearly not prepared to lift the throttle on any new ideas. The radical Open Modified Sno-Pro variant pictured here was campaigned by AC's Kent Ipsen out of T&S Racing. So why wouldn't Tucker Hibbert get the latest, most radical sled for Winter X? Clearly, this new chassis is cutting edge and because today's consumers are so quick to draw a line right through what the factories are racing into the showroom, AC does not want this chassis to be perceived as anything more than a development experiment. Using an outside performance shop to build and campaign this mount keeps the pressure off the factory to deliver new ideas to the showroom immediately. Here's what we think. Roger Seime, Arctic Cat's VP of Engineering is one of the most savvy individuals in this sport. He will not sleep until he knows Arctic Cat has explored every potential improvement for their race sleds. The one-off pictured here has obviously moved in the direction of the REV chassis with the handlebar pole in-

ment. The part number for links to fit an '03 RX-I is 8PA 2386L 10.00 (order two!). The '04 RX-I chassis used in the RX-I Warrior gets these links and a one millimeter larger diameter sway bar. The net effect of the change is dramatically reduced inside skidflips. While the inside ski will still come up when jammed hard into a turn, the range of turning force before it does is widened greatly.

The RX-I can be made to ride better out back as well. We slid a smaller washer stack on the coupler rods in the rear skid and found the sled's ride much more pleasing in stutters and little trail junk. An added bonus was a slight improvement in weight transfer as well.

Another handling tip we've discovered after piling on almost 2000 miles on our RX-I is proper studding. Because the RX-I exhibits a very sensitive, best described as "engine braking" or off-throttle compression braking, as a result of the sled's four stroke mill, we've found stud studs are mandatory. Heres why. When you drive the sled deep into a turn and step out of the throttle the engine exerts strong compression braking

front of the engine. Other differences are apparent as well. Clearly, this sled is designed to address the more forward, stand up style ergos pioneered by the REV. This thing works, and aside from reliability glistens it apparently does. AC's next step is to bring the project into their Race Shop and move forward. That's why it's called Skunk Works.

You'll see in our Press Sled report in this issue that we've been piling big miles on our fleet - at least our eastern staff has been piling on big miles. Our mid-west fleet has been waiting most of the winter for snow! In any case we have a few set-up tips for you to try on your '03 Scotters.

Yamaha's RX-I can be made to handle exponentially better by visiting your Yamaha dealer and ordering a pair of accessory one inch longer sway bar "stag links". These links substantially alter the lever ratio of the sway bar as it relates to front suspension movement. The part number for links to fit an '03 RX-I is 8PA 2386L 10.00 (order two!). The '04 RX-I chassis used in the RX-I Warrior gets these links and a one millimeter larger diameter sway bar. The net effect of the change is dramatically reduced inside skidflips. While the inside ski will still come up when jammed hard into a turn, the range of turning force before it does is widened greatly.

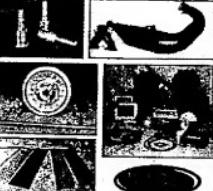
The RX-I can be made to ride better out back as well. We slid a smaller washer stack on the coupler rods in the rear skid and found the sled's ride much more pleasing in stutters and little trail junk. An added bonus was a slight improvement in weight transfer as well.

Another handling tip we've discovered after piling on almost 2000 miles on our RX-I is proper studding. Because the RX-I exhibits a very sensitive, best described as "engine braking" or off-throttle compression braking, as a result of the sled's four stroke mill, we've found stud studs are mandatory. Heres why. When you drive the sled deep into a turn and step out of the throttle the engine exerts strong compression braking

## FETT BROTHERS



### PERFORMANCE



Reeds • Pop-Up Plugs • Vari/Temps Flow  
• Fox/HPG Shock Service/Reviving Kits  
• Suspension Kits • Mini 120 Kits • EGT  
Gauges • Porting • Head Mods • Clutch  
Kits • Silencers • Cylinder Replacing •  
Jackshaft Kits • and MORE!

### FREE CATALOG

11684 Woods Drive  
Fraze, MN 56544

218-334-3388

[www.fettnbrothers.com](http://www.fettnbrothers.com)

**way2tek**  
OFF-ROAD PARTS

DRIVE TRAIN • CHASSIS • SUSPENSION  
REAR END • BRAKES • AIR SUSPENSION  
WHEELS • TIRES • BRAKE KITS  
DUST EXHAUST • MUD FLAPS  
TIRE A FENDER KIT  
  
CARTERS • TUBES • WHEELS  
TIRES • BRAKES • SUSPENSION  
FENDER KITS • MUD FLAPS

[www.way2tek.com](http://www.way2tek.com)

phone: 1.805.921.5242  
email: [solutions@way2tek.com](mailto:solutions@way2tek.com)

E-COMMERCE SUPPORT

CUTTING EDGE EQUIPMENT

EFFECTIVE WEB MARKETING

AFFORDABLE PRICING

**Mid Michigan  
Performance  
Diesel, LLC**  
[WWW.MMPERFDIESEL.COM](http://WWW.MMPERFDIESEL.COM)



## MORE POWER! BETTER MILEAGE! FOR FORD, GM, & DODGE DIESEL PICKUPS

### POWER STROKE DIESEL Chips & Programmers

Adds: up to 110 HP & 225 ft-lb Torque  
Starting at: \$375

### Modules & Throttle Plates

Adds: up to 100 HP & 300 ft-lb Torque  
Starting at: \$350

### DURAMAX DIESEL Module

Adds: up to 90 HP & 250 ft-lb Torque  
Starting at: \$795

### 4" Performance Exhaust COMPLETE Mandrel Bent-\$490

- 6.5L GM Diesel Performance Products
- Gauges & Mounts
- Lubricants & Products
- COMPLETE INSTALLATION

### IABLO PORT



Mc. Pleasant, Michigan

Phone: 989-773-0853

Mobile: 989-330-7891

Email: [mmperdiesel@msn.com](mailto:mmperdiesel@msn.com)

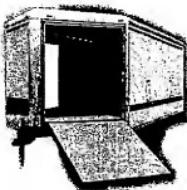
Affordable Trailer Sales • Affordable Trailer Sales • Affordable Trailer Sales

- Fiberglass or Aluminum exteriors
- Factory Direct Pricing (Discounted)
- Quality Lightweight Design
- Ride In / Ride Out
- Also Available - Cargo, Fifth Wheel,  
Car Hauler Trailers (for work or play)



### THE NAME SAYS IT ALL

These trailers are top quality, enclosed haulers for taking up to four sleds to your riding destination. These fiberglass beauties are built with fold-down doors on each end so you can drive in the back and out the front. (This concept rules!) When the ride's over, fully enclosed trailers provide ideal storage for your gear, tools and snow rocket. You'll be surprised how well these trailers tow behind your vehicle as lightweight construction was a key element in their design.



## AFFORDABLE TRAILER SALES

Affordable Trailer Sales • Affordable Trailer Sales • Affordable Trailer Sales

into the track. This in turn will cause the sled to oversteer (the back end swings out and the front dives in - this is referred to as "off-throttle oversteer"). This trait is not necessarily undesirable but can be hard to modulate if the track does not get clean and consistent bite on white top. If sleds are not present the rear end can swing wildly, entering a turn at the track responds to the engine's compressor brasing. Stuck up your RX-I with at least 144 nuts and the engine braking effect can actually make you faster through the twists as you learn to use less brake and steer the sled with the throttle. Neat, eh?

**Owners of Ski-Doo's V-1000 twin**  
on the revolutionary 800 Semi-Direct Injected powered Legend and Grand Touring received a recall notice in January. Here's the deal. Both these engines use a unique "pizza" style start button. The button has no moving parts - it senses "energy" in the digit you place on it and responds by triggering the starter or when the sled is running (in the case of the SDI) activates the RER system. These switches are being replaced at no cost to owners by Ski-Doo as a result of rare occurrences where they actually start the sled (only with the DESS cap installed and the kill switch in the "on" position) without being touched. In the future these sleds will go back to a conventional mechanical type switch.

Riders looking to lessen front end dip and duck on many 03 REVs should listen up. Some riders are complaining their REVs feel a little rubbery on straight sections and roll too much on initial turn in. Here's how to reduce this trait. Spin up the preload on the front IFS shocks in 1/16 inch increments and bump up the snail cam on the front arm shock at least two notches. Experiment a bit with these preloads and you'll get an immediate improvement in overall stability.

**Tried the REV and don't fit?** Don't give up yet. The 2004 MX-Z series REVs all use a new, narrower and longer seat profile that's heaped up in the middle. Our longer legged testers immediately found the seat easier to adjust too and felt they could move around and perform rider gymnastics with less knee contact on the side panels. By the way, Ski-Doo has just released side panel knee guards which are way too cool. These things are just the ticket for longer legged pilots and increase comfort a ton. As well, if you've got a yellow REV these pads will eliminate the ugly residue which rubs onto the hood panels from black pants.

We had an unfortunate encounter with an immovable object while honing a favorite trail on our RX-I in January. The object impacted the right front A-frame and literally folded the upper and lower arms and bent the spindle tube casting. Looking at the damage, we figured it was bad luck time or worse. After taking the sled into the top secret Supertrax Cave and spinning the wrenches we

Affordable Trailer Sales • Affordable Trailer Sales • Affordable

Affordable Trailer Sales • Affordable Trailer Sales • Affordable



Our RX-1 took a big hit on the right front this winter – enough to bend both A-arms and a spindle. We were surprised at how easy it was to repair the front end. Just unbolt the A-arm attach points and bolt in new parts. What was really special was how, despite the carnage, the cast bulkhead parts were completely unscathed. This thing is strong!

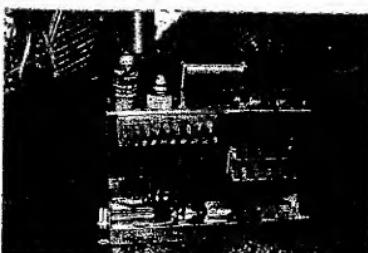
discovered a very comforting and impressive feature of the RX-1. The steel cast bulkhead had come through the catastrophic impact without any damage! On the Adrenaline, spindle and sled required replacement. It's our estimation any other Adrenaline sled exposed to this kind of impact (the sled threw the driver and sled completely across the trail and into the rhubarb) would have destroyed the bulk-

head and likely created a write-off. This is one tough casing.

If you're a Firecat owner and feel the sled has a somewhat nervous feel on straight sections of trail, try the Pull in the front limiter strap one hole. This will weight the sled slightly and keep the sled planted more firmly. After you do this – depending on your weight and riding style you may want to increase the front

shock's preload slightly to counter side-to-side sway. We found the TC responds well to an increase in front preload, over when the limiters are set stock.

Out back, the Firecat's simpler, lighter sled delivers what we think is the best ride in the biz. We haven't runned up the preload on the rear arm spring after 2000 miles. See you on page 56.



American Hardcore Racing builds these excellent carry-all kits for hauling necessities to the starting line at the races. They're ideal for mechanics and support people who don't want to lug heavy tool kits through the snow to wherever the sled is broken down or needs tuning. Check their website (see photo).

## Timmins... where sleds, snow and nature come together!

COME JOIN US FOR  
GREAT END OF  
SEASON RIDING.

For further information on our local trails  
or the Gold Rush Tour, call:

**1-800-387-8466**

or e-mail: tourism@city.timmins.on.ca

Tourism  
**Timmins**

'The City with a Heart of Gold / La ville au cœur d'or'

# READ VALVE

Continued from page 16

miles or pounding! Even our heavier riders find the rear end to be almost bottomless in everything but giant cutters. You should check to make sure your Firecat's front swing arm bolts are tight where they pass through the tunnel behind your ankles. These bolts were recalled and one half inch longer units should have been installed before you picked your FC up. If they haven't been replaced, check them for tightness and you get the sled back to your dealer. Remember, this is a pass-through style front arm and you'll need to hold the nut/slot on the inside of the tunnel to properly tighten the bolt.

**Our Polaris Pro-X 800** is a blast when hooning trails. The sled has razor sharp handling, linear turn-in and predictable, controllable side lift that inspires confidence. However, some of our staff have complained the sled's a bit too stiff in the bumps. To this end we've softened up spring preload all the way around - on all three shocks and dropped the rear torsion springs to the softest setting on the cams. As well, we've noticed the rear reservoir clicks on both the front and rear arm shocks to #1 to provide less compression damping. These changes and a good break-in of the springs has netted improved ride quality. A side benefit of - and alone. Put the front and rear arm sliders

this softening is in the manner in weight transfer. Although the rear side is coupled, we found increased delivery - satisfying measure of weight transfer. One other thing we put a regular height Edge windshield on the sled when the mirror started near the zero F mark for three weeks in January.

**Our Polaris Edge 800 with M-10** has been ridden steadily since late November. There's no question the adjustable M-10 ACE system is the ticket for ultimate ride outfit. One thing we've learned about M-10 handling is this: You should replace the double carburetor runners which come stock on all M-10 equipped Polaris with exactly the same double carburetor runners. We made the mistake of installing some high quality 6 inch bars and the sled produced an unending saw-like response on straight stretches of trail. This trait is completely masked when using dual plenum runners.

**Even though it's not a dynamic, motor-in-backwards, stand-up style four** seat snowmobile, the 2003 ZR 900 is a bear riding this winter generator more smiles / bear than just about any other sled around here. Affectionately referred to as the "Hemi" of snowmobile engines by a good friend of ours, the ZR 900 has over 2000 miles on it and continues to deliver the highest top speed and second best fuel economy of any big bore sled in our fleet. Here's what we've done to make it ride better. Leave the front end alone if you like. Leave the front

or number 4 and bump the rear main pulley up one or two slots, depending on your cheeseburger make. There's something very interesting about this that goes to 100 MPH at just over 6000 RPM! The engine is so low at the 6000 mark that it's actually louder than the engine.

**Ski-Doo's 600 HO engine** impressed everyone on our staff the winter. Not only does this engine outperform just about every other 600 available until the Firecat 600 armrest but it behaves in a completely civilized manner. The engine is smooth and its power delivery is so seamless you would almost think it displaced 700cc's. At 5800 RPM there's a sweet torque surge in the power delivery which creates big smiles. This is certain: Ski-Doo's best engine in a long time.

**Where will the 600 class performance war end?** Polaris set the mark high in 1999 with their Dominator. EV 600. They held the throne - after repeated assaults from both Ski-Doo and Arctic Cat - until this season when Ski-Doo's 600 HD clearly set a new benchmark. Then, no sooner had the Rotax 600 HD established itself and Arctic Cat drops the Firecat 600 EPI. This engine moves the performance index forward even further forward. The issue is this: There's still room left for 700's with this breaking 600cc power arriving every season. The performance of model year 2003 600's turns a year's sheet of most 700 class sleds, relatively only two model years ago.

**Having trouble on warm days** starting your 600, 700 or 800 Ski-Doo can with heater carbs? If you have a valve which allows you to flow warm coolant through your carbs (most of these engines do) make sure you turn this feature off on mild days. If you don't, you'll often experience hard starting when you attempt to fire up after a break on the trail or at the gas pumps. The feature is designed to alleviate carb icing and throttle sticking on cold days when snow dust is hanging in the air. If you use it on warm days it can actually 'boil' the fuel in the carb float bowls when you shut the engine off. Obviously this will create unnecessary frustration.

**Here's an example of new technology** creating new problems. The whooping instrumentation on many new 2003 Ski-Doo Arctic Cat and Yamahas all use digital odometers which can only be read with the sled running. We've found this to be a real pain since when stopped on the trail and deciding when to look for fuel or simply bragging about how many miles we've run it would be nice if these instruments had a button in them which would allow you to push a button and call up the odometer when the engine is off. Many automobiles with digital odometers display the mileage when the drivers door is opened. Hmmm! ▲

## GET SERIOUS,

Triton has always placed great care in offering the consumer with a trailer that will provide them with years of worry-free use! Get away from all of those hassles that add up over time and get your Triton today! Contact your local dealer for details on your next Triton Trailer!

## GET A TRITON®



TRAILERS SHOWN WITH ACCESSORIES

NO ONE HAS  
MORE CHOICES!

